

PRIORITY DEVELOPMENT AREAS

SAMPLE DESCRIPTIONS & FUNDING NEEDS

SEPTEMBER 2008

EL CAMINO REAL

San Mateo & Santa Clara Counties

When the cities of San Mateo County collaborated on their own housing allocation during the “Sub-RHNA” process,



they realized that they could accommodate the housing needs of the entire county by re-zoning 25% of El Camino Real. Over the last several years, nearly every city has changed their local plans to allow mixed-use and residential development of 3-8 stories to take the place of the existing, primarily single-story commercial strip developments along the corridor. The Congestion Management Agencies in San Mateo and Santa Clara Counties continue to support this process. In order to transform auto-oriented El Camino Real into a series of new neighborhoods, however, infrastructure funds are needed, primarily to support streetscape improvements.

Housing Units

For Priority Development Area Geography	
New Housing Units (City Estimates)	15,000

Through the zoning changes from city to city along the corridor, C-1 zoning or other low-rise commercial zoning has converted to mixed use or multi-family residential zoning, often between 40-80 units/acre.

Jobs

For Priority Development Area Geography	
New Jobs (City Estimates)	5,000

Infrastructure Needs

Item	Cost (millions) Over 10 years			Total
	Regional	County	Federal	
Transportation -	20.0	20.0	20.0	60.0
Streetscape -	20.0	20.0	20.0	60.0
Bike/ Pedestrian -	10.0	10.0	--	20.0
Housing Incentive	15.0	15.0	15.0	45.0
Water/ Sewer -	10.0	--	--	10.0
Neighborhood Mitigation	25.0	25.0	--	50.0
TOTAL	100.0	90.0	55.0	245.0

*Source: C/CAG

HERCULES

WATERFRONT DISTRICT

The City of Hercules is transforming its historic waterfront from a former brownfield site into a new higher density neighborhood complete with housing, jobs, transit, and community



serving retail uses. The Waterfront District is planned to be, at buildout, one of the state's largest transit oriented developments, served by a major intermodal transit station with ferry service, Amtrak Capitol Corridor trains, and WestCAT buses.

As part of the Central Hercules Plan, the Waterfront District is envisioned as a vibrant mixed-use neighborhood that will play a crucial role in integrating the waterfront with its surrounding districts, and spurring intensified development in the adjacent Hercules New Town Center and along the district's border of San Pablo Avenue. Recent development in the area has yielded 700 market rate and below market rate residential and live/work units. The walkable, human-scaled nature of the streetscape is the first contemporary iteration of its type in Hercules. The promise of a new Capitol Corridor /Amtrak station, to be constructed in 2010, as well as parks, shops, and restaurants within walking distance makes this new development an extremely attractive alternative for homebuyers in the Bay Area, and is already being exemplified by planners from around the U.S. who are seeking ways to implement new urbanism design in their communities.

Housing Units

For Priority Development Area Geography	
New Housing Units (City Estimates)	1,790

Jobs

For Priority Development Area Geography	
New Jobs (City Estimates)	700

Infrastructure Needs

Item	Cost (millions)
Rail Platform, track/signal, ROW	7.0
Station Building	10.0
Parking Structure	10.0
Phase 2-John Muir Parkway, Refugio Bridge	8.0
Remediation, trails, lighting, landscape Hercules Point	2.0
Pedestrian Overpass	4.0
Total	41.0

LIVERMORE

DOWNTOWN

The City of Livermore is working to focus growth in its downtown as a way to support a vibrant mix of uses and to take advantage of existing



ACE Train and WHEELS bus service, as well as the planned introduction of a Bus Rapid Transit route that will link Lawrence Livermore National Labs, downtown Livermore, and the Dublin/Pleasanton BART station. A key component of the revitalization of downtown is the addition of nearly 3,000 new housing units.

Through its Redevelopment Agency, the City of Livermore has been instrumental in promoting the revitalization of downtown. The relocation of State Route 84 allowed for a redesign of First Street from a four-lane highway to a pedestrian-friendly corridor that improves the walkability and vitality of the downtown core. The new Livermore Valley Center is anchored by a performing arts center, and includes retail and office space centered around a public plaza and amphitheater. In addition, the adjacent parking structure provides one stop parking for downtown as well as bus and rail transit users.

The next step in downtown's revitalization is the transformation of an auto dealership and an aging commercial center (and its 380-space surface parking lot) into more than 500 housing units. These new developments will also include retail space, artist studios, and more than an acre of public open space. To ensure that these homes are part of a complete Downtown neighborhood, the City needs assistance with creation of the public park (which will be designed for stormwater management), as well as funds for street, transportation, and utility improvements.

Housing Units

For Priority Development Area Geography	
New Housing Units (City Estimates)	3,000

Downtown Specific Plan buildout involves substantial increases in Moderate- to High-density housing, Commercial, Office, and Performing arts square footage.

Jobs

For Priority Development Area Geography	
New Jobs (City Estimates)	700

Infrastructure Needs

TBD

PETALUMA

DOWNTOWN

The Central Petaluma Specific Plan adopted in 2003 guides development in the central portion of the city adjacent to the downtown and extending along the river.



Of the four primary districts covered by the plan, two comprise Petaluma's Priority Development Area: the Turning Basin and Lower Reach areas. The Turning Basin area extends from East Washington to D Street and the Lower Reach area encompasses the majority of land to the south of D Street and along the eastern side of the river to Highway 101. The Turning Basin and Lower Reach areas represent approximately one-quarter of the total specific plan area but include the largest undeveloped and developable parcels. The Turning Basin area contains the currently vacant train depot that will be the proposed site for the downtown SMART rail station.

The Central Petaluma Specific Plan responds to the following major concepts:

- Redirect Growth into Central Petaluma
- Reconnect the City to and along the River
- Encourage Diversity in Transportation Modes
- Reinforce the Working Character of Petaluma's Waterfront
- Enhance Physical Structure and Identity
- Promote Sustainable Development.

Housing Units

For Priority Development Area Geography	
New Housing Units (City Estimates)	1,615

Except for designated Industrial areas, the plan establishes a single Mixed Use land use designation that allows up to 60 dwelling units per acre and building heights up to 6 stories. The development specifics are guided by the plan's associated Smart Code.

Jobs

For Priority Development Area Geography	
New Jobs (City Estimates)	5,223

**Local estimates for the City of Petaluma PDA are based on the SMART Corridor TOD Analysis, 2005.*

Infrastructure Needs

Capital infrastructure funding would assist with street and transportation improvements, river trail enhancements, new parks, and improved community amenities, such as a boathouse and launching ramp.

Item	Cost (millions of dollars)
East "D" Street Widening and Transmission Line Undergrounding	11.0
Caulfield Lane Extension & Connection to Petaluma Blvd.,	48.0
Hooper Street R/W and Improvements (Caulfield to Copeland)	20.0
3 Parking Structures	24.0
River Trail Enhancements (Washington to Foundry Wharf)	10.0

Item	Cost (millions of dollars)
East Washington Park	10.0
Miscellaneous “Pocket” & Riverfront Parks	5.0
McNear Peninsula Acquisition	2.0
Smallcraft Boathouse and Launching Ramp	1.0
Streetscape Improvements	1.0
TOTAL	132.0

PITTSBURG

BART STATION AREA

The Pittsburg-Bay Point BART Station Core Area represents approximately 290 acres of land immediately surrounding the BART Station, allowing for a



significant opportunity to create a thriving transit oriented development which meets the needs of community and regional planning initiatives. Guided by the Pittsburg/Bay Point BART Station Area Specific Plan, the goal is to turn the terminus of the current BART line into a mixed use community with up to 3,250 new residential units and nearly 3,000 jobs. The Core Area will help to mitigate the jobs/housing misbalance and ease congestion of eastern Contra Costa County freeways in a sustainable venue which encourages reverse commute ridership on BART. Redevelopment of the area will capitalize on the public transportation infrastructure already in place through creation of a rich and fulfilling living and working environment.

Housing Units

For Priority Development Area Geography	
New Housing Units (City Estimates)	3,159

Jobs

For Priority Development Area Geography	
New Jobs (City Estimates)	2,750

Infrastructure Needs

A budget for the Bailey Road (State Route 4 to Leland Avenue) improvements has been submitted, however budgets for Bailey Road (Willow Pass Road to State Route 4) and Willow Pass Road (Clearland Drive to Loftust) have not been included because these projects have not yet been designed.

PLEASANT HILL

Contra Costa Centre Transit Village

Contra Costa Centre Transit Village is a 140 acre planned development situated adjacent to the Pleasant Hill BART station in a small unincorporated portion of Contra Costa County, between the cities of Walnut Creek and Pleasant Hill. The primary focus of future redevelopment efforts will be on the surface parking lots surrounding the BART station area, which serve park-and-ride commuters. BART parking will be accommodated in a replacement parking structure so that these lots can be used for additional housing and offices. The key component of the vision is to transform the area from a place to park and catch a train into a vibrant, active, and accessible transit village that is an asset to its surrounding communities.



Current plans involve building two four-story residential buildings south of the BART station, bringing an additional 622 housing units. An additional 600,000 square feet of office and commercial development in a 7-story office building adjacent to the residential buildings, and a 12-story office building on the north side of the Pleasant Hill Station will bring an estimated 2,000 new jobs to the area.

Housing Units

For Priority Development Area Geography	
New Housing Units (City Estimates)	622

Zoning information	Office/Commercial; High Density Multi-Family Residential, Mixed Use General Plan; all properties are zoned Planned Unit District
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Jobs

For Priority Development Area Geography	
New Housing Units (City Estimates)	2,000

Infrastructure Needs

To be determined.

REDWOOD CITY DOWNTOWN

Since the adoption of the Downtown Precise Plan in 2007, Redwood City began a renaissance.

Recognizing that housing was the key element

missing from its downtown, the city based its revitalization plan around the introduction of new residences and civic spaces. The vision is to create constant foot traffic in the streets to supporting a thriving, 24-hour commercial core. The City and Redevelopment Agency have already invested \$53 million in housing and streetscape improvements. In order to finish implementing the downtown plan, the City wants to transform El Camino Real into a grand boulevard: it would still effectively move regional traffic, but would also provide a comfortable setting for pedestrians and residents that invites people to walk into the Downtown area and to the transit station from adjacent neighborhoods. Also, integration of the Caltrain tracks and station into Downtown is a crucial factor in the next stage of the district's evolution.



Housing Units

For Priority Development Area Geography	
New Housing Units (City Estimates)	1,850

There are no density caps and a height limit of 12 stories in the center of the downtown. The city uses a form-based code, rather than zoning areas by use, but is generally planning to add offices, housing, retail, and cultural activities to the area.

Jobs

For Priority Development Area Geography	
New Jobs (City Estimates)	10,000

Infrastructure Needs

Item	Cost (millions)
El Camino Improvements (between Brewster and Maple - downtown)	10.0
Sewer and Water System Improvements	7.8
Total	17.8

* Source: Sewer costs: Technical Analyses of Utilities for Downtown Precise Plan. Nolte Engineers. March 12, 2007. Streetscape costs are planners' estimate.

SAN FRANCISCO

EASTERN NEIGHBORHOODS

The Eastern Neighborhoods Program seeks to effectively manage change in several San Francisco neighborhoods where it is has been occurring rapidly. The Eastern Neighborhoods Priority Development Area (PDA) encompasses the Mission, South of Market (SOMA) and Showplace Square/Potrero Hill neighborhoods in San Francisco. In addition to substantial residential areas and vibrant commercial streets, the area contains much of the city's industrial land. The vision for the area seeks to balance the city's economic development through greater affordable and middle-income housing opportunities and the retention of industrial jobs that support the city's local economy. The newly-adopted area plan increases heights and densities and creates substantial opportunities for new residential development.



Housing Units

For Priority Development Area Geography	
New Housing Units (City Estimates)	10,000

The new zoning for the area increases heights and densities and creates substantial opportunities for new residential development. About half of the formerly industrially-zoned land is now zoned for mixed uses, while half is preserved. There are no controls on residential density beyond height limits. Developers can add 3-4 stories of height in exchange for more affordable units.

Jobs

For Priority Development Area Geography	
New Jobs (City Estimates)	9,500

Infrastructure Needs

Item	Cost (millions)
24 th Street BART station capacity expansion	33.6
Potrero Bus Rapid Transit	66.0
SOMA Transit Priority Synchronization	30.0
Repaving Folsom St, Harrison St, 16 th St, Cesar Chavez, Mission St	155.0
Total	284.6

SAN LEANDRO DOWNTOWN

The Downtown San Leandro Transit-Oriented Development Strategy (funded by MTC) encompasses the heart of the city's downtown, including the San Leandro BART station and the future Bus Rapid Transit route that runs along East 14th Street. In addition to linking housing to transit, the TOD Strategy comprehensively addresses elements that are instrumental in creating a “complete community,” including ensuring a vibrant mix of uses, promoting pedestrian and bicycle connectivity, linking open spaces and plazas, and managing parking. As a result of extensive efforts to engage community members in the process of envisioning the future of their downtown, the Strategy calls for 3,431 new homes in the downtown—substantially more than were expected in the area before completion of the planning process.



As part of the planning process, the City of San Leandro identified \$142 million in infrastructure improvements needed to implement the TOD Strategy, which would be used to fund items such as BART replacement parking, new housing, and improved streetscapes. The City is focused on development of a vacant industrial site next to the BART station as a catalyst for implementation of the TOD Strategy. Based on the significant changes envisioned in the TOD strategy, the City recently received \$24 million in Proposition 1C grant funds that will be used for stormwater, sewer and other infrastructure needs to support San Leandro Crossings, a 100-unit affordable housing project to be built by BRIDGE Housing Corporation, as well as a new 200-unit market-rate housing development.

Housing Units

For Priority Development Area Geography	
New Housing Units (City Estimates)	2,841

The TOD Strategy includes several new zoning designations that encourage a mix of uses. In the new plan, densities in existing single-family neighborhoods would not change, but in other areas densities would increase to 20 – 100 units per acre, with one area that has no density limit.

Infrastructure Needs

Item	Cost (millions)
BART Parking Structure	36.0
Callan Parking Lot Expansion	11.0
Housing Development	40.0
Water/Sewer Capacity Improvements	1.5
Parks/Urban Greening	12.0
Eastbay Greenway	10.0
Downtown Pedestrian Improvements	9.0
Streetscape Improvements	8.0
Route 185/Route 112 Improvement Funds	10.0
BART Station Access, Pedestrian/Bicycle Improvements	4.5
Total	142.0

SAN JOSE

CENTRAL AND NORTH SAN JOSE

San Jose's downtown and North First street corridor represent a tremendous opportunity for infill, transit supportive development due to



years of investment in light rail, Caltrain, and Amtrak. The future bus rapid transit, BART's extension to Santa Clara, and high speed rail projects will all advance San Jose's transit accessibility to the highest levels. This transit network creates hundreds of sites appropriate for mixed use development throughout the PDA's 11,000 acres, which the city has been planning for and implementing over the last 15 years. While both downtown San Jose and the North First Street area are key locations for future development based on adopted city policy, the city also adopted five specific plans as well as an additional nine improvement plans through the Strong Neighborhoods Initiative. This robust amount of planning effectively sets the stage for new smart growth development around key transit corridors and stations in the coming years.

San Jose's plans have emphasized the need to develop more housing and jobs near transit, while improving infrastructure and services in established neighborhoods adjacent to transit. The planning further emphasizes the need for affordable housing, with most of the plan areas including 20% affordable housing, while the city's Green Build Policy and recycled water system focus on the environmental opportunities associated with infill development. With so much planning completed, San Jose is well poised to lead by example in the Bay Area's FOCUS program.

Housing Units

For Priority Development Area Geography	
New Housing Units (City Estimates)	60,000

San Jose is committed to adding a variety of housing, from small-lot single family to very high density multifamily, in order to provide the greatest amount of housing choice in terms of size, as well as affordability.

Jobs

For Priority Development Area Geography	
New Jobs (City Estimates)	130,000

The city is eager to add jobs to its downtown, especially near future BART stations. The mix of uses will be critical to the creation of an active pedestrian environment and will support transit ridership.

Infrastructure Needs

The most populous city in the Bay Area has identified substantial financial needs associated with the planned levels of development.

Item	Cost (millions of dollars)
BART to Silicon Valley	4,700.0
Other transportation improvements	1,866.0
Water Supply/Waste Water/Stormwater	599.0
Parks	728.0
Green building and other city infrastructure	63.0
Housing programs	340.0
TOTAL	8,296.0

SAN MATEO RAIL CORRIDOR

Traditional redevelopment in San Mateo in the 1990s resulted in long, contentious review processes. To resolve this conflict, the city undertook a lengthy planning process, eventually holding a grand total



of 65 community meetings in order to produce the 2005 *Rail Transit Corridor Plan*. Ultimately, the city and community determined that concentrating new housing and growth on under-used land near transit was the best way to minimize impacts on the rest of the city. ABAG recognized their extensive effort and the high quality of the resulting plan with an award in 2006. The Rail Corridor TOD area is located generally between Hillsdale Boulevard and SR 92 and between El Camino Real and US 101. The plan has already helped to attract three major mixed-use development proposals, including Bay Meadows, the 83-acre area adjacent to the Hillsdale Caltrain Station. While a successful policy document is in place and the city is approving new projects, the full potential of the Corridor Plan will not be realized without substantial infrastructure improvements. These include three grade-separated crossings of the Cal Train line to completely mitigate the traffic impacts from future development and an upgraded sewer trunk line to support new residences.

Housing Units

For Priority Development Area Geography	
New Housing Units (City Estimates)	3,075

The Corridor Plan created a TOD overlay for vacant and underutilized areas near the Hillsdale and Hayward Park Caltrain Stations.

Jobs

For Priority Development Area Geography	
New Jobs (City Estimates)	2,600

Infrastructure Needs

Item	Cost (millions)
South Sanitary Sewer Trunk Line	24.6
Realign Rail for widening and grading	110.0
New Hillsdale Station	20.0
New Grade Separations	20.0
Mobilization	15.0
Contingency	82.5
Total	275.0

SANTA ROSA

RAILROAD SQUARE

The Downtown Station Area Specific Plan process commenced in 2006, and it is centered around the proposed SMART transit station in Railroad Square. An



overarching goal of the Plan is to increase the number of residents and employees within walking distance of the station through the intensification of land uses in the Plan area. The Specific Plan focuses on the area within one-half mile of the proposed station, though in some places the study boundary has been expanded to include several opportunity sites located on the edge or just beyond the one-half mile radius. The Santa Rosa City Council adopted the Plan in October 2007.

The Station Area Specific Plan's vision builds on that of the Santa Rosa General Plan which foresees downtown as a healthy, vibrant regional center with a mix of shopping and jobs, new higher density housing, parks and open space as well as opportunities for bicyclists, pedestrians, transit users and drivers to travel on an attractive, safe network of streets. The Specific Plan's vision is to:

- enhance downtown's distinct identity and character
- encourage a diverse mix of uses
- incorporate transit-oriented development
- create additional pedestrian friendly connections

Housing Units

For Priority Development Area Geography	
New Housing Units (City Estimates)	3,250

The Plan introduces two new land use categories, Transit Village Medium (located along the rail line) and Transit Village Mixed Use (located within a quarter mile of the proposed SMART station), which provide a substantial increase in density over existing residential land use categories.

Infrastructure Needs

The Specific Plan outlines action items needed for implementation. Other street and roadway improvements and community amenities are listed as plan implementation needs, but a cost has not been determined. Only items with an estimated cost are listed.

Item	Cost (millions of dollars)
Sixth Street Underpass	2.5
Intersection and corridor improvements	5.3
Water Supply/Waste Water/Stormwater	25.6
Parks	9.4
Reunification of Courthouse Square	7.0
TOTAL	49.8

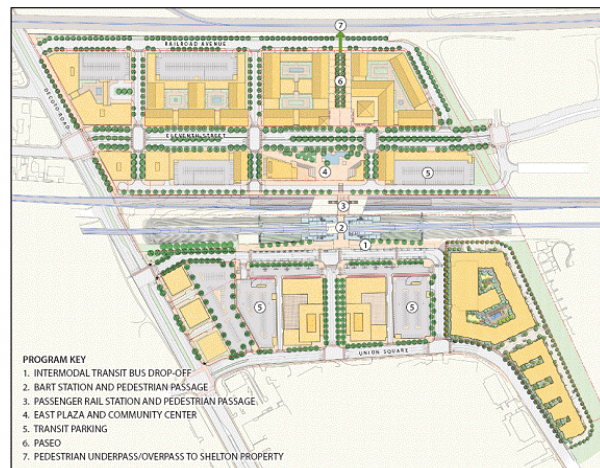
UNION CITY

INTERMODAL STATION AREA

For its Intermodal Station District Priority Development Area, Union City envisions a dynamic pedestrian- and transit-oriented neighborhood with housing, jobs, shopping and community facilities on 105 acres of underutilized and vacant land surrounding a regional transit hub. The City has devoted Redevelopment Agency funds for constructing backbone infrastructure, improving access to transit, and reserving road and transit rights-of-way. In November 2007, the City broke ground on the first phase of improvements to the BART station, which includes a 16-bay bus facility and improved access for buses, pedestrians, bicyclists, and drivers.



The City is seeking funding for Phase 2 of BART station improvements, which will add an east side entrance to connect to the future passenger rail station and to the 1,200 new housing units planned on that side of the station. A plaza on this side of the station will provide space for outdoor events, small retail spaces, and possibly a fine arts performing space or public library. Other capital improvements include a Loop Road that will improve vehicle access to the station, and an accessible pedestrian underpass that will link both sides of the station.



Housing Units

For Priority Development Area Geography	
New Housing Units (City Estimates)	1,638

Since the area is already planned, no changes in zoning or density are expected.

Jobs

For Priority Development Area Geography	
New Jobs (City Estimates)	5,357

Infrastructure Needs

Item	Cost (millions)
Streets and Utilities	5.2
Landscaping and Sidewalks	2.6
Paseo and Paseo Plaza	3.5
East Plaza	8.3
Loop Road	2.0
BART Phase 2	50.3
Pedestrian Underpass	3.5
Total	75.4

DOWNTOWN VALLEJO

Two extensive and lengthy community planning processes have been completed to adopt land use plans for this area: the 2007 Vallejo Waterfront Planned Development Master Plan and the 2005 Downtown Vallejo Specific Plan.



The overall vision for the Waterfront Master Plan area is to consolidate existing surface parking for the Vallejo ferry in a parking structure to free up Redevelopment Agency owned land proximate to the existing ferry terminal and planned bus transfer station for higher density residential, commercial, and open space development. The intended result is to provide a high density, mixed use environment within walking distance of multiple transit opportunities, waterfront open space, and the historic downtown.

The overall vision of the Downtown Vallejo Specific Plan is to significantly intensify development in the historic downtown area within walking distance to the existing Vallejo ferry terminal and planned bus transfer station while retaining the historic character of the downtown. The plan proposes to accomplish this by allowing the development of several City-owned surface parking lots with mixed use development including over 1,000 units of new residential development in projects containing up to 100 units per acre of residential development. These new regulations are accompanied by significant parking reduction incentives, new land use regulation targeting ground floor retail use and detailed design guidelines to maintain the historic architectural character of the downtown, and a substantial public street and streetscape improvement program.

Housing Units

For Priority Development Area Geography	
New Housing Units (City Estimates)	2,000

The zoning is Mixed Used Planned Development, which would add development with densities up to 100 units per acre.

Jobs

For Priority Development Area Geography	
New Jobs (City Estimates)	2,300

Infrastructure Needs

Item	Cost (millions of dollars)
Vallejo Station Intermodal Facility	64.7
Downtown Vallejo Square Pedestrian Enhancements	7.9
Total	72.6